

NORWAY - SPECIAL REQUIREMENTS

(September 5, 1994)

1. INTRODUCTION. In accordance with the bilateral agreement between the United States of America and Norway, airworthiness certification of aeronautical products are reciprocally accepted. The following Special Requirements are applicable to such products exported from the United States of America to Norway.

Luftfartsverket, the Norwegian Civil Aviation Administration, is referred to as CAA-N below.

2. GENERAL.

2.1 An aircraft type/model/version must be type accepted by CAA-N before issuance of a Norwegian Certificate of Airworthiness for an individual aircraft and its permanent registration in Norway. The import evaluation leading to type acceptance of a U.S. manufactured aircraft is mainly a familiarization procedure but may lead to additional type specific design, maintenance, operational, or training requirements.

Regarding the procedure for type acceptance of an aircraft, see Appendix I below.

2.2 Engines and propellers installed on an aircraft are type accepted by CAA-N as part of the aircraft if they are listed in the FAA approved type certificate data sheet. Then, no additional type acceptance procedure is necessary. For type acceptance of engines and propellers not previously accepted as part of an aircraft and not installed on an aircraft, see 3.2 below.

2.3 A Norwegian Certificate of Airworthiness may not be issued unless the aircraft is in compliance with the Norwegian BSL B 2-2 "Environmental Regulations."

These regulations are based on the latest amendments of ICAO Annex 16. Norway has in addition adopted the European Civil Aviation Conference (ECAC) recommendations with regard to non-addition and non-operation of Chapter 2 airplanes.

3. CLASS I PRODUCTS (Ref FAR Part 21-Subpart L).

3.1 AIRCRAFT.

3.1.1 For an aircraft type/model/version not previously type accepted by CAA-N, see Appendix I.

3.1.2 For each individual aircraft of a type/model/version accepted by CAA-N, the following documents must be presented to CAA-N:

a) Airworthiness document:

An Export Certificate of Airworthiness (C of A), FAA Form 8130-4, issued by FAA within 60 days prior to the date of application to the CAA-N for a Norwegian Certificate of Airworthiness for the aircraft. The year of manufacture must be stated on the Export C of A or on another supporting document.

Other airworthiness document and procedure may be accepted by CAA-N on a case by case basis.

b) Supplemental Type Certificates for approved major modifications, if any, relevant to the exported aircraft and not previously accepted by CAA-N, accompanied by an application for type acceptance of the modifications.

- c) Certificate of Environmental Quality as applicable, unless the approved data is published in the Flight Manual. See 2.3 above.
- d) Historical record, log books, or equivalent.
- e) List of applicable and incorporated Airworthiness Directives.
- f) List of applicable and incorporated Service Bulletins.
- g) Modification record.
- h) Record of life limited parts.
- i) Equipment List.

3.1.3 A piston powered aircraft is normally only accepted for import if the running times of the engine(s) since new or overhauled do not exceed 80% of the manufacturer's recommended times between overhauls. An aircraft with an engine or propeller having exceeded this running time may only be accepted for import on a case by case basis.

Latest overhaul of an engine or propeller must have been performed by an FAA Repair Station Certificate holder, with an appropriate rating.

3.1.4 Ferry flight of aircraft with interim Norwegian registration.

3.1.4.1 The following documents must be carried on board the aircraft:

- a) Validated Export Certificate of Airworthiness or other airworthiness document accepted by CAA-N.
- b) Temporary License to operate Radio Station On Board Aircraft, issued by the Norwegian Telecommunications Administration.
- c) Certificate of Registration, permanent or temporary, issued by the Norwegian Civil Aircraft Register.
- d) Aircraft Journey Log Book.
- e) Flight Manual and Operations Manual or equivalent including supplements for equipment installed.
- f) Weight and balance documents.
- g) Approval documents for extra ferry equipment installed, issued under FAA authorization or by CAA-N.

3.1.4.2 Aircraft marking.

The aircraft must be marked with the assigned Norwegian nationality and registration marks in accordance with Norwegian BSL B 1-4 (ICAO Annex 7).

3.2 ENGINE OR PROPELLER (not installed on an aircraft). For an engine or a propeller not previously type accepted in Norway, individually or as part of an aircraft, the documentation required will be established by CAA-N on a case by case basis following an application for type acceptance.

The following documents are required for type accepted engines and propellers.

- a) Export Certificate of Airworthiness.
- b) Airworthiness release certificate, issued under an appropriate FAA authorization, i.e., a Production Certificate or a Repair Station Certificate.
- c) Modification record.
- d) Equipment list.
- e) Historical record, log book or equivalent document.
- f) Lists of applicable and of incorporated airworthiness directives.
- g) Lists of applicable and incorporated Service Bulletins.
- h) Record of life limited parts.

A piston engine or a propeller is only accepted for import if the running time of the unit since new or overhaul does not exceed 80% of the manufacturer's recommended time between overhauls. An engine or propeller having exceeded this running time may only be accepted for import on a case by case basis.

Latest overhaul of an engine or propeller must have been performed by an FAA Repair Station Certificate holder, with an appropriate rating.

4. CLASS II PRODUCTS. The following documents are needed for a Class II product:

- a) Airworthiness release certificate, FAA Form 8130-3, issued under an appropriate FAA authorization.
- b) List of applicable and incorporated airworthiness directives.
- c) List of applicable and incorporated service bulletins.
- d) Modification record, if applicable.
- e) Record of life limited parts.

5. CLASS III PRODUCTS.

5.1 Class III products must be delivered with an FAA Authorized Release Certified Approval Tag (FAA Form 8130-3), or a statement including a copy of the original documentation, showing that the manufacturer holds one of the following authorizations:

- a) A Production Certificate issued in accordance with U.S. FAR Part 21, Subpart G, or

- b) An FAA Parts Manufacturing Approval (PMA) issued in accordance with U.S. FAR Part 21, Subpart K, or
- c) A Technical Standard Order (TSO) Authorization issued in accordance with U.S. FAR Part 21, Subpart O, or
- d) A Conformity Certificate stating that the parts have been manufactured in accordance with a specified standard.

APPENDIX I

AIRCRAFT TYPE ACCEPTANCE

I.1 An application for type acceptance must be presented to CAA-N. For a new aircraft, the applicant should be the manufacturer or the holder of the type certificate.

I.2 The documents listed below are necessary to support the application:

- a) Type Certificate Data Sheet, if not already published.
- b) Flight Manual with supplements.
- c) Operating Manual, Owner's Manual, etc., if not combined with the Flight Manual.
- d) Data showing that the aircraft type is in compliance with BSL B 2-2. See 2.3 above.
- e) Data Showing that the engines comply with ICAO Annex 16, Volume II, Aircraft Engines Emissions, if applicable.
- f) Manufacturer's declaration that he undertakes to provide CAA-N, without charge, with all requested technical and operational manuals, Service Bulletins, and other important service information.
- g) Any other document deemed necessary by CAA-N for sufficient familiarization with the product.